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as a point about 40 km west of Sverdlovsk. Equipment for the electrification of the line was seen piled up at all stations on this line.

- 2 5. No railroad bridges over the Volga River were in existence in the Stalingrad area. A railroad ferry operated north of Stalingrad. The ferryboat, which had an over-all length of about 150 meters, was fitted with four tracks, each of which could accommodate four large or six small freight cars. On the west side of the river, there was a hump from which the cars rolled down to the ferryboat; on the east side of the river this operation was performed by means of a cable pull. No locomotives were ferried, nor were passenger cars observed on the ferryboat. [redacted] the nearest railroad bridge over the Volga River was at Saratov, north of Stalingrad. The railroad line, which is double-track as far as the northern perimeter of the city, branched out into eight to ten tracks until it reached the site of the ferry. Farther to the north, the line again continued double-track, which ended four kilometers north of the ferry. The shunting installation, which consisted of several tracks, was 1,200 to 1,500 meters long. On the northern perimeter of Stalingrad, a double-track line which came from the northwest joined the line leading to the ferry. On the east side of the river, a single-track line extended to the north and a double-track line to the southeast. Another railroad line was reportedly under construction on the eastern bank of the Volga River.
6. In October 1946, work on the construction of a road bridge over the Tuslov River was started on the northern perimeter of Novochoerkassk. The bridge was about 450 meters west of the railroad bridge which was used by the double-track Rostov-Novocherkassk-Shakhty railroad line. For the bridge an embankment, 300 meters long and rising from north to south, was built. The bridge proper had an overall length of about 250 meters. The bridge piers were completed in October 1948. An old stone bridge was in operation by the side of the new bridge under construction.
- 2 7. A road bridge about 50 meters long crossed the Kuban River on the southern perimeter of Krasnodar. The bridge was a wooden structure resting on four pile bents. Close to the south side of the bridge, a double-track railroad bridge about 80 meters long crossed the river. The railroad line crossing the bridge led to the freight station in the northeast section of Krasnodar. The freight station was about 500 meters long and was equipped with eight to ten tracks. Timber was the main freight handled at the station. The passenger station adjoining the freight station to the southwest had four to six tracks.
8. There was a road bridge over the Isetskiy River in Sverdlovsk. The bridge was crossed by the Sverdlovsk-Uktus-Nizhne/Isetskiy road. The bridge was also used by a trolley bus line. The concrete structure had an over-all length of 72 meters, a width of 15 meters, and a load capacity of 30 tons. It rested on two river piers and two piers erected on land. PWs said that the bridge was nearing completion in 1953.

[redacted] Comments

1. Sections of the Kazan-Sverdlovsk line have already been double-tracked.
2. Another source, [redacted], did not observe any preparations for the electrification of the line.

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